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No. 16,622 號二十百六千六萬壹第 日一十月六潤年三就直 HONGKONG, AURDAY, AUGUST 5TH, 1911. 六拜禮 號五月八年一十百九千一英港香 PRICE, \$3 PER MONTH.

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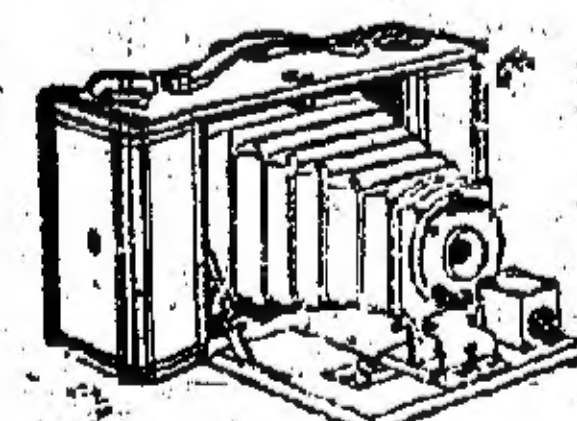
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BIRTH.

On July 25th, at Taiqua, the wife of C.
BETHEM ROSENBAUM, of a son (still born).

MARRIAGE.

On July 31st, at Shanghai, HONOUR MABLE
BENNETT BOYD (widow of the late W. H. Boyd),
to CHARLES BENLEY KAYE.

DEATHS.

On July 29th, in England, GEORGE FER-
DINAND TYLER, beloved son of Mr. and Mrs.
W. Ferdinand Tyler, I. M. Customs, aged 3
years.On July 31st, at Shanghai, ROBERT MORRI-
SON COULVIN, aged 25 years (Messrs. Barlow
& Co.).On July 31st, at Shanghai, ALFRED JAMES
EDWARD ALLEN, of the Imperial Maritime
Customs Service, elder son of I. Winter Allen,
of Shanghai, aged 40 years.HONGKONG OFFICE: 10A, DES VOGES ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, AUGUST 5TH, 1911.

MUCH was said during last year at the meetings of the Sanitary Board regarding the prevalence of Malaria in certain parts of the Colony, pointing to the need for more extensive nullah training operations. In the joint report of the Principal Civil Medical Officer and the Medical Officer of Health, for the year 1910, which has just been published, we get some instructive information on these subjects. The total number of deaths from malarial fever during the year was 591. This is the highest number recorded for ten years, and yet the Report tells us that the completion of the British section of the Kowloon-Canton railway early in 1910 coincides with a marked reduction in the number of deaths from malaria in Kowloon. What then are the causes of the increase in the City of Victoria and the outlying districts of the island? During the past five years the railway works have had

a very important influence on the returns, the yearly average number of deaths for the whole Colony during the past five years having been 508 as compared with an average of 377 for the previous quinquennial period. But the railway factor is now practically eliminated. The report tells us that about one-third of the deaths occurred in Health Districts 9 and 10, which are at the Western end of the City, where a large number of workmen were employed throughout the year in building operations. "The site upon which the University is being built," the Report states, "is bounded on the West by a mountain stream which a year ago was found to be swarming with Anopheles larvae, and although the training of this stream was at once taken in hand and finished in the month of November, 1910, yet it is obvious that the employment of a large number of natives in a locality so long as it swarmed with Anopheles mosquitoes was bound to lead to a temporary increase in the number of cases of Malaria. The training of these streams and their tributaries, the clearing of the sites and their surroundings, the completion of the building operations and the dispersal of the workmen (many of whom carry the malarial parasite in their blood, although quite capable of working) will we hope speedily restore these districts to their former state of healthiness." It is in the next paragraph that mention is made of the fact that the completion of the Kowloon-Canton railway early in 1910 coincides with a marked reduction in the number of deaths from malaria in Kowloon. That statement in itself, of course, is not proof of the non-existence of malarial conditions: if the men are not in a malarial district they are not likely to get malaria, but in this connection it may be observed that the Report of the Medical Officer of the Railways shows that there were 242 cases of malaria on the railway works in 1910, which, however, was practically a 50 per cent. reduction on the figures for 1909. In 1907 the number of cases on the railway was 1,168, and the inference may, no doubt, correctly be drawn from a steady decline in the statistics that the dosing of the men with quinine, the treating of mosquito pools with oil, and temporary drainage works, were successful means of combating the disease. In the neighbourhood of the University the drainage work is of a more thorough and permanent character, and seeing how successful similar operations have been in other parts of the Colony we can confidently expect to see Health Districts 9 and 10 "restored to their former state of healthiness." West Point, it is true, has long had an unenviable reputation in this respect, but the whole district should benefit immensely by the anti-malarial measures which have been undertaken in connection with the building of the University. The Report mentions that another explanation of the temporary increase in the incidence of Malaria that has been offered is the greater uniformity of the rainfall during 1910, that is to say, there was an almost daily succession of small showers during the rainy season, sufficient to keep the breeding pools supplied with water, and an absence of heavy rain storms which have the effect of scouring out the many rock pools which constitute the greatest difficulty in regard to anti-malarial measures in the Colony. This indicates the nature of the work that needs yet to be done. We share the view so frequently expressed by members of the Sanitary Board that the Government should make ample provision for this work wherever it is needed. From the reports we learn that since the anti-malarial measures were first inaugurated in the Colony in 1899, the nullahs and channels built make a total length of 39,918 ft., or more than 7½ miles, and that the total cost of this work has been \$221,554. That gives an average of about \$20,000 a year. It is money well spent. The Military return of admissions to hospital for malaria show a decline from 1,523 in 1902 to 334 in 1910. The rate per thousand in 1902 was 1,102.8 (!) in 1910 it was 177.0. This is among European troops only. Much of this infection we are told is contracted in rural districts when the men are under training and camping out. That is to say, in the neighbourhood of the military cantonment in the city itself there is now very little malaria. This points to the value of the anti-malarial measures which have been undertaken during the past twelve years and in view of the malarial statistics for last year the desirability of extending these operations to the rural districts scarcely needs further emphasis.

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The Government derived from the markets of the Colony last year a revenue of \$123,442.

On Thursday night the body of an Indian watchman employed in a coal godown at Yau-mai was found floating in the harbour. The watchman is supposed to have been drowned accidentally.

There were three more cases of plague yesterday, bringing the year's total up to 248.

A richa coolie who refused a fare in the Central District on Thursday was fined \$5 by Mr. Wood at the Magistracy yesterday.

The engagements of the Bishop of Victoria for to-morrow are:—8 a.m., Holy Communion at St. Andrew's, Kowloon; 6.30 p.m., preach at the Peak Church.

The revenue derived by the Government from land sales in the Colony last year was \$63,730, as compared with \$56,520 in 1909 and \$70,725 in 1908.

A variety entertainment, which is certain to be above the ordinary in point of merit, will be given at Mount Austin Barracks to-night in aid of military charities.

The Secretary of State having approved of the concession by the Hongkong Government of a piece of land to the Japanese community as a site for a crematorium, in So-kun-po Valley, the work will be commenced within a day or two.

On the retirement of Mr. Sakata, Consul-General for Japan, who is leaving London, a silver bowl with suitable inscription was presented to him by his colleagues of the Association of Foreign Consuls as a token of the esteem and friendship in which he is held.

An Ichang correspondent writes that the damage to the Shantung is not so great as at first feared. She struck a rock and was promptly beached by Captain Plant, but not before she had made a good deal of water and twenty Chinese passengers had been drowned.

News comes from Tai O of a daring armed robbery committed in that village on Thursday. A gang of men, armed with choppers, entered the home of a villager, terrified and threatened the inmates, and, before they had recovered from the shock of the intrusion, escaped with goods to the value of \$200.

Weather permitting, the s.s. *Heungshan* will make the excursion trip to Macao to-morrow, leaving Hongkong earlier than the usual time, viz., at 8.30 a.m. instead of 9 a.m., and returning from Macao at 5 p.m. The s.s. *Sui An* will (weather permitting) make an extra trip to Macao, leaving here at 7 p.m. to-day and returning from Macao on Sunday at 1 p.m.

The marriage arranged between Lieutenant J. C. Wanhope (Wahab), of H.M. Submarine Depot, Portsmouth, second son of Colonel G. D. Wahab, Lancashire Fusiliers, and Mrs. Wahab, and Kathleen, daughter of the late David Gilmour, of Shanghai, China, and the late Mrs. Gilmour, of Preston Cross, Bookham, will take place shortly and quietly, owing to the bride's family being in mourning.

An old Chinese woman from Hunghom was charged before Mr. Wood at the Magistracy yesterday with killing five ducks belonging to a neighbour. The ducks are said to have trespassed on her premises, which caused the aggravated woman to seize each of them by the neck and swing them against a wall. His Worship bound the defendant over in the sum of \$25 to keep the peace for six months.

The typhoon signals which were hoisted on Tuesday evening remained up yesterday. This is an unusually long interval. The weather was squally and showery, but the wind never reached typhoon force. The work on the harbour was in consequence considerably dislocated. Last evening the wind squalls became stronger and more prolonged, and rain fell even heavier than during the day. So dirty and boisterous was the weather, in fact, that the ferry launches to Kowloon stopped running early in the evening.

An Indian chauffeur appeared before Mr. Wood at the Magistracy yesterday charged with reckless driving and exceeding the speed limit. On hearing the evidence his Worship discharged the defendant. By the way, it would be interesting to learn by what method the police gauge the speed limit. The new police regulations cannot be said to have moderated the speed of motor cars: there are no measured miles, so far as we know, and no members of the force provided with bicycle, cyclometer and stop watch.

Before Commander C. W. Beekwith, R.N., at the Marine Magistrate's Court yesterday, Lance-Bergeant Thompson proceeded against the coxswains of the Astor House Hotel launch, the *Brema* and the *Wo On* for disobeying the lawful orders of the Harbour Master on the 27th ultimo. Prosecutor informed the Court that the defendants' launches obstructed the free access to the gateway of the steamer *St. Athanas*, and did not remove until the police launch was right upon them. His Worship imposed a fine of \$15 on each defendant, the alternative being one month's imprisonment.

In most of the cases of typhoid fever that occur in this Colony, says the Medical and Sanitary Report, the infection is probably contracted by eating salads of raw vegetables, which have been grown in Chinese market-gardens, where it is customary to water and manure the plants with diluted human excreta—both urine and nightsoil. Residents in the Far East should carefully avoid such articles of food as water-cress, lettuce, etc., in view of this danger of contracting typhoid fever, cholera or intestinal parasites, all of which diseases may be conveyed in this manner. Oysters from neighbouring Chinese ports are also occasionally the source of infection.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

FRANCE AND MOROCCO.

LONDON, August 4th.

The majority of the French newspapers are urging the convocation of a fresh international conference in connection with Morocco on the plea that Germany is purposefully wasting time.

A more hopeful tone is apparent at Berlin, though it is admitted that considerable time must elapse before the conclusion of the negotiations is reached.

GREAT BRITAIN AND MOROCCO.

LONDON, August 4th.

Great Britain is taking up vigorously the expulsion of Mr. Ostler, the *Daily Express* correspondent, from Agadir, and the expulsion of Mr. McCullagh, of the *Westminster Gazette*, from Tangier by the Moorish Government.

[Mr. McCullagh is a journalist well-known in the Far East, having held appointments in Japan and Siam, while he also accompanied the Russian forces in the war of 1904-05.]

THE POLITICAL SITUATION.

LONDON, August 4th.

It appears that the meeting between Mr. Balfour and the "No Surrenderites" yesterday was at the request of the latter. Mr. Balfour's advice was asked as to the best means of procedure, and the notices of the vote of censure upon the Government were the outcome of the papers drawing up a list of Halsburyite peers varying from 68 to 75, while the Liberals had 64 certainities and 28 probabilities, whose attitude, however, has not been declared.

LATER.

The papers state that the Cabinet yesterday decided to return the Parliament Bill to the Lords without creating new peers, in the expectation that it will pass by a small majority. If it is defeated the Government will immediately create numerous peers.

GOVERNMENT PARLIAMENTARY PROGRAMME.

LONDON, August 4th.

In the House of Commons to-day Mr. Lloyd George announced that the House would adjourn on the 18th instant.

After the passing of the Parliament and Finance Bills, a resolution would be taken regarding payment of members.

It had been decided to hold an autumn session commencing late in October and devoted to the State Insurance Bill and other measures.

The Government was agreeable to discuss the vote of censure on Monday, but asked for an undertaking that the debate would be conducted under ordinary conditions of decency and fair-play.

Consideration of the Parliament Bill would be resumed on Tuesday.

CHILIAN DREADNOUGHTS.

LONDON, August 4th.

A Santiago telegram states that the Chilean Admiralty recommends the acceptance of the tender of Messrs. Armstrongs for the construction of Dreadnoughts of 28,000 tons each, armed with 14 inch guns.

PERSIAN FINANCIAL ARRANGEMENTS.

FRENCH AND ITALIAN PROTESTS.

LONDON, August 4th.

A Teheran telegram states that the Representatives of France and Italy have addressed a Note to the Persian Government protesting against the payment of their nationals who are employees or pensioners of the Persian Government through Mr. Shuster, the American Treasurer-General.

PORT OF LONDON IMPROVEMENT.

LONDON, August 4th.

The Port of London Authority has decided to construct immediately a deep-water dock costing £2,000,000 in connection with the improvement scheme.

LONDON DOCKERS' STRIKE.

LONDON, August 4th.

A preliminary meeting between masters and dockers' representatives took place this afternoon, Sir Albert Rolit, arbitrator, presiding. The conference will be continued to-morrow. A slightly more optimistic feeling prevails.

ARBITRATION TREATIES SIGNED.

LONDON, August 4th.

The Franco-American General Arbitration Treaty was signed at Paris to-day.

A Washington message states that the Anglo-American Arbitration Treaty has been signed.

LATER.

Washington telegrams state that the Anglo-American and the Franco-American Treaties were signed too late for submission to the Senate yesterday, but they will be submitted to-day.

The Senate has received numerous petitions for and against the ratification of the Anglo-American Treaty, but the general opinion is that it will be ratified.

THE SANITARY BOARD VACANCY.

NO NOMINATIONS.

No one appears to aspire to represent the community on the Sanitary Board in place of Mr. Shelton Hooper, who resigned by way of protesting against a resolution of the Sanitary Board being ignored by the Government.

In accordance with the notification published in the Government *Gazette*, the time for receiving nominations closed on Thursday afternoon, but no nominations were delivered to the Registrar of the Supreme Court.

BELLILIOS SCHOOL.

PRESENTATION OF PRIZES.

Some five years ago, Mr. R. E. Bellilios, while on a visit to this Colony, intimated his intention of presenting annually to the pupils attending the school so generously built and presented by his late father, seven handsome prizes to be competed for at the close of the Midsummer Term, the subject to be English composition. The excellence of the essays recently sent in by the various candidates testifies to the valuable stimulus provided by these prizes in this important subject—always a difficult one for youngsters, and especially so for native children.

This year the prizes have been awarded as follows:—
Class 1—Emily Alwee
" 2—Cheung Fook To
" 3—Mabel Chenailloy
" 4—Florence Chenailloy
" 5—Emily Barros
" 6—Ng Yuen Lin
" 7—Dollie Baker

THE HIPPODROME CIRCUS.

In addition to the varied and interesting programmes provided in the Hippodrome matched at Causeway Bay, which continues to delight numerous patrons, there will be an interesting boxing contest to-night between Corporal Seranton, of the K.O.Y.L.I., and Seanna Tovey, of Submarine 37. The men are to box the best of fifteen rounds, and as their last fight had an unsatisfactory ending, it is expected that they will proceed cautiously on this occasion and put up a stirring battle.

FOOTWEAR FOR CHINESE ARMY.

Mr. Knabenshue, the American Consul-General in Tientsin, says in a report on the market for leather goods in China—"The time is rapidly coming when the Chinese will adopt leather shoes in place of the cloth ones now universally in vogue, and this will mean an enormous import of shoe materials. It is probable that the first general introduction of leather shoes will be with the Chinese Army. There has been more or less discussion of the subject, and this is a matter which might profitably be taken up with import merchants here. I have just been informed that the military authorities at Peking have contracted with a native manufacturer of leather footwear in Tientsin for 50,000 pairs of shoes for army use at 1.45 taels per pair, which is equivalent to 89.5 cents American currency.

ROYAL SQUARE.

Extract from the Report of the Director of Public Works:—

It may be useful to record here that the old building which had been used as an office in connection with the Praya Reclamation work and was latterly occupied by some of the Public Works Department staff was demolished in the beginning of the year, a sum of \$100 being received for the materials. [What offers for the materials of the existing matcheds?—Ed.] The statue of His late Majesty, King Edward VII., was then moved to its permanent position adjoining the Central Avenue and a bamboo fence was erected to enclose an area, which was laid out and turfed by the Botanical and Forestry Department, corresponding with the Northern plot of garden belonging to the Hongkong and Shanghai Bank. The area between the new plot and the Hongkong Club, which had been occupied as a contractor's yard in connection with the erection of the new Post Office, was vacated and cleared of matcheds and building materials at the close of the year.

A NEW JAPANESE COLLIER.

When the steamer *Kibutsu Maru* was launched at Middlesbrough a few weeks ago, attention was directed to the enterprise of the Japanese firm of Mitsui, Bussan Kaisha, Ltd., in adopting the latest and most improved type of patent cantilever construction with topside ballast tanks for the four colliers which they have ordered for the service of their Milko colliers. These vessels are to be employed in their trade with Hongkong, Shanghai, and the rivers of China. The *Kibutsu Maru*, of 5,200 tons d.w. capacity, the first of the four, has been built by Sir Raylton Dixon and Company, Limited. On June 10 she underwent her trial trip, which proved in every way satisfactory. The steamer is of the single-deck type with poop, bridge and forecastle. Her principal dimensions are:—Length, 393 ft. 6 in.; breadth, 53 ft. 7 in.; and depth moulded, 29 ft. 7 in. The principal feature of her design is that she is self-trimming with absolutely clear holds, and six enormous hatchways, each 33 ft. by 32 ft. There are large wing tanks at the top of the holds at each side supported on the cantilever principle and containing 1,350 tons of water ballast, in addition to an equal quantity in the double bottom. The officers' and engineers' accommodation is provided in houses on deck. She has 12 derricks worked by 11 steam winches, electric light throughout, and is in every respect one of the most up-to-date colliers yet built. The engines have cylinders 26, 42, and 70 in. in diameter by 48 in. stroke; taking steam from three large boilers. The hull and engines have been constructed under the supervision of Mr. J. S. Bonnyman, of Cardiff, with Captain Nagatsu, Mr. K. Ohta, and Mr. S. Kurata as resident inspectors.

ADMIRALS' GIFTS TO MISS WESTON.

The flag-lieutenant to Vice-Admiral Shima-mura, commanding the Japanese squadron which visited England for the Coronation, waited on Miss Weston, at the Royal Sailors' Rest, accompanied by other officers, and conveyed valuable presents from the admiral and officers of the ships as a token of recognition of Miss Weston's exertions for the comfort and pleasure of the crews during their stay in the United Kingdom. In presenting an immense bronze flower-bowl, ornamented with marvellous fidelity and skill by native Japanese craftsmen, and displaying the figures of tortoises in relief, the lieutenant happily observed that "the selection was made as that little creature is said to live 200 years, and the donors wished Miss Weston to continue her beneficent work for the souls and bodies of the sailors for a similar period." Presents borne by the other officers were a magnificent Japanese umbrella of worked silk (a real work of art), and sets of doyleys of very beautiful design.

During the day, Rear-Admiral Cheng Yi-Kwang, of the *Hai Chi*, despatched a letter to Miss Weston in appreciation of the efforts she has made for the well-being and happiness of his men while in England. He remarked that this appreciation was through all ranks, as everyone under his command very fully understood the trouble and care involved in the work of providing for so great a number, and everyone was delighted with their experiences at the Rest, both at Devonport and Portsmouth. As a small memento of the occasion, he asked her acceptance of a gold ten-leaf piece, suitably fitted, to be used as a pendant, and he deeply regretted that there was no Chinese Miss Weston to labour for the seamen of their nation.

CHINA TEA ASSOCIATION.

A paragraph in a London paper says:—"The consumption of China tea in this country continues to increase, the Board of Trade returns showing a total of nearly 7,000,000 lb. for the first six months of this year, as against 5,000,000 for the corresponding period of 1910.

THE YANGTZE FLOODS.

From information obtained aboard the I.C.S. *Tuckoo* on Sunday, the N. C. *Daily News* says, it appears that the water in the Yangtze is falling, and for the present further danger need not be looked for. The water is still high above the banks of the river, and even provided no additional flooding takes place it will be some time before the surrounding country is again above the water level. Moreover, the country is by no means free from future danger. It is reported that the water from the melting snows of Tibet has not come down yet, and should it now start the condition of affairs will be worse than ever. The hope is that before this water comes down the river will have fallen to such an extent that it will be able to carry off the water without a renewal of the flooding.

COMPANY MEETING.

SINGAPORE UNITED RUBBER.

Colonel Iver Phillips, presiding at the statutory meeting of the Singapore United Rubber Plantations (Limited), said that the issue of 490,000 shares at 2s. each was so largely oversubscribed that the allotment presented considerable difficulty. The disappointed applicants should understand that applications for shares, if they were given a proportional allotment, were such that the capital received by the company would soon be swallowed up in printing and postal expenses. They had commenced the organisation of the estates. There were small blocks of adjoining land they proposed to purchase, and one had been procured. They were opening up roads, and the growth of the rubber was very satisfactory, the output increasing. In May, 40,000 tons were being tapped, and the output for June reached 47,450. The manager estimated that he would get 500,000 during July, and 10,000,000 for the first year, as stated in the prospectus.

JERUSALEM'S ONE INDUSTRY.

Reporting on the trade of the Jerusalem district for the last year Consul H. E. Selous says that the only industry worthy of the name is the manufacture of soap. This made satisfactory progress during 1910, the increase in the value of the commodity exported being £12,000. There was also an increase in the value of so-called "religious articles" exported and these were made both at Jerusalem and Bethlehém. The population of Jerusalem was 80,000, of which between 50,000 and 60,000 were Jews, mostly of the poorer class. There seemed to be a decrease of about 250,000 in imports from the United Kingdom, explainable in some instances, notably in the case of cotton goods to the extent of £17,000, owing to considerable stocks remaining from the previous years.

SUPREME COURT.

Friday, August 4th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUNISHMENT JUDGE).

MASTER MARINER SUES SHIPOWNEES.
Judgment was delivered in the action brought by Captain Tom Austin against Chi Wo & Co. to recover \$370, being damages for wrongful dismissal from the defendants' employment as captain of the s.s. *Hoi Ming*. The particulars were, three months' salary in lieu of notice at \$240, \$720, and three months' lodgings at \$50, \$150.

Mr D. V. Stevenson (of Messrs. Deacon, Lecker & Deacon) appeared for the plaintiff, and defendant was represented by Mr. D. Lewis (of Messrs. Johnson, Stokes & Master).
His Lordship's judgment was as follows:—
This is an action for damages for wrongful dismissal by the master of a local passenger ship. There are two defences, the first—justification, the employers maintaining that they were entitled to dismiss the plaintiff for negligence and failure to properly discharge his duties as master. Secondly, the employers say that under an oral agreement made between themselves and the master on his appointment, the engagement was to be terminated by twenty-four hours' notice on either side. There were also intimations—they are nothing more, for they were not supported by evidence—that the plaintiff in breach of his duties to his employers did not comport himself properly towards passengers, Europeans and Chinese. Now as to the defence of justification. This was based upon certain evidence given by plaintiff himself and by several witnesses for the defence—the mate, chief engineer, commander and second pilot—to the effect that regular watches were not kept on board. It appeared from the plaintiff's own statement that he and the mate usually took the vessel out of harbour at 9.30 p.m. After Captain Austin the mate was busy with the tickets. The captain remained on deck until past Castle Peak—for one and three-quarters to two hours. After that he would chat with passengers for two or three hours, being on deck again at the Chain Rocks. In open waters the captain stated that he left the vessel to one of the Chinese pilots, of whom he carried two. These pilots are unlicensed, merely Chinese seamen with good local knowledge. One of the pilots who was called as a witness stated that he possessed a coxswain's certificate. The captain said that the vessel was in charge of the pilot for perhaps three hours, but that the mate was knocking about part of the time. He added that he considered he did his duty, that he followed the custom, and he went on to state that in fact he himself was always in charge of the ship, and that it was incorrect to say that the pilot was in charge. He himself was always on the bridge, and the pilot never knew when he was going to pop out. The chief engineer's evidence was to the effect that several times having to report temporary breakdowns in the machinery he found neither the captain nor the mate on the bridge, and he then reported to the pilot. He stated to me, when I recalled him, that, as the practice was not to keep watches, he did not trouble to call the captain if the latter was not on the bridge, but reported to the pilot or, whenever he found there. He proceeded, "No doubt if I had pushed open the swing door, I should have found the captain in the cabin," and again, "If the telegraph rings the captain is out immediately. Should I want to stop before the telegraph, I am out before him." Then comes the mate, whose evidence does not differ materially from that of the captain. I summarise it as follows:—"Since the 1st of July when plaintiff left the ship the (new) captain and I kept regular watches. When the plaintiff was there there were no regular watches. I never kept strict watch under the plaintiff. Plaintiff never kept watches in open waters. The captain said I need not keep regular watch—it was not necessary." In cross-examination he said that the captain was a careful navigator and attended to his duties in a proper manner. The next witness was the second pilot. This man was from ten to twenty days on the ship with plaintiff. He says—again I summarise—"I very seldom saw a European on the bridge. I never saw the mate on the bridge except when entering or leaving port. When leaving Canton the captain was on the bridge. After leaving Whampoa he was sometimes on the bridge, but more often not there. After Whampoa the captain remained about ten minutes on the bridge. In my watch after the captain left I got orders from no one. For the rest of the watch, I was in sole charge of the ship till I handed over to No. 1. Now and again the captain came out. Once the captain had left the bridge, I saw him once or twice in the twenty days. Most days he never came out." The commander's evidence is merely that he visited the bridge at night on several occasions and found neither the captain nor the chief officer there. Then the defence called Mr. Edward Jones, Acting Assistant Harbour Master of the Colony, as an expert witness. Very early in the case I stated that I had known what the issue was likely to be I should have insisted on having a marine assessor. An adviser on the Bench, to whom the judge can put his difficulties and get counsel and explanation, is much more helpful in a case of this sort than an expert witness in the box. I should like to have notice in future beforehand when any similar case is coming on for trial. Now the gist and substance of Captain Jones' evidence is contained in the last few lines of his examination in chief, which I reproduce. He said: "On the captain's own evidence in the

box this morning he has been guilty of breach of duty—a serious breach of duty, such as would imperil the ship and the lives in her." In cross-examination he said: "I have no local knowledge of Canton waters. I don't know the state of water at Castle Peak or Chain Rocks. I can't say if the captain and mate in Chinese-owned boats keep watch. It is their duty to do so. The officer keeping watch should be in communication with the man at the wheel and close to the telegraph—that is, on the bridge. The captain may slip into his room to light his pipe—in and out—at his own risk—they always do. If the engineer went to the bridge to report, and could find neither captain nor mate that would be a serious dereliction of duty. It is a serious thing to be off the bridge when the vessel is under way. There would be more risk in narrow or crowded waters, but the principle is the same." Now I will confess that when I heard this testimony I thought the case was at an end, and subject to any rebutting evidence the plaintiff might call I was prepared to give judgment immediately for the defendants. I refused Mr. Stevenson leave to call evidence—to prove that the plaintiff's practice was usual and ordinary with other boats of this type, for if a practice is really wrong and indefensible I suppose it can be no defence merely to prove that it is usual and prevalent. Finally, however, it seemed to me not to be altogether fair to decide adversely to a man in a matter of his professional duty and competence on the authority of a single expert, however skillful, an expert, moreover, who came into the case not with an independent and quasi-judicial status as an assessor does, but merely as a witness called by the other side. I need hardly say that I am in no way reflecting upon Captain Jones' impartiality. I am quite sure that he gave his evidence with scrupulous fairness, and he was very careful to state he had no local experience and did not know the Canton waters. I therefore reserved my decision and with the consent of the parties I have called in the assistance of Captain Pybus, R.N.R., an officer also of very great experience and with personal knowledge of the China coast and river service, who, moreover, has frequently served on Marine Boards of Enquiry. I am infinitely obliged to him for his trouble and for the assistance he has given me. I proceeded as follows:—I first read over the part of each witness' evidence relevant on this point and then put my question to Captain Pybus. As to the plaintiff's evidence as to the duties left to the Chinese pilots and the course of himself and the mate, I put the questions, (1) Does this describe the usual course of duty on river boats carrying only two officers? (2) If so, is this under the circumstances a proper and seamanlike way to run the ship, or is it negligence and behaviour calculated to imperil the safety of the vessel? His replies were:—(1) "I believe this to be the usual course of duty, not only on West River boats, but on the Yangtze. (2) It is quite in order and reasonable. The captain is always available and can be called, and provided he is on the alert it would not be proper to interfere with the pilot, who has local knowledge. The pilots are very competent men. I consider the practice described in the captain's evidence seamanlike and reasonable." I then requested Captain Pybus' opinion on the chief engineer's evidence. The comment was, "If bearings get heated the engines should be stopped at once and a report made to the bridge as soon as possible afterwards. The captain might easily not be on the bridge if the engineer went up at once; that the captain is out immediately if the telegraph rings shows him to be on the alert." On the pilot's evidence the comment was, "The pilot was not in fact in sole charge of the ship merely because he was alone on the bridge. He would be perfectly capable of navigating the ship in ordinary circumstances, and if the captain was at hand and ready, that would be quite sufficient. That the captain came out when the boats were rather thick shows him to have been on the alert." On the mate's evidence the comment was as follows: "The captain should be on hand, not necessarily on the bridge. There are no rules—the matter must be left to the discretion of the master. If he is at hand so as to be called at once that is sufficient. Chinese pilots are as competent as anyone. The evidence does not necessarily prove negligence. I have followed this practice myself on the Yangtze. If the vessel wants to anchor—comes to a station—or there is a fog, then the captain is called. The mate's evidence is perfectly consistent with the opinion he gave in cross-examination that the captain is a careful navigator and attends to his duties in a proper manner." I then put a further question: "If the practice under Captain Austin was proper, diligent and seamanlike, why should it have been altered on his dismissal when a new master took command?" Answer, "I regard the system under Captain Austin as a reasonable one for voyages of this sort with a vessel carrying only two officers. Any regular system of watch and watch about on a river boat carrying only a captain and a mate must be illusory. The mate is on special duty before arriving in port. In port he is busy with passengers and cargo. He has many duties in connection with tickets. It is necessary for him to have reasonable time for sleep. I regard it as physically impossible for a man with so much to do to keep his regular watches satisfactorily. Nor would it tend to efficiency to have the captain always on the bridge. The system described by Captain Austin is perfectly reasonable and the best possible in all the circumstances of the case." I am quite prepared to accept the opinion of Captain Pybus in a subject matter in which he is thoroughly at home, and his reasons seem to me, as a layman, good and sufficient. But even were

I not ready, as I certainly am, to accept his conclusions, it is clear that if the matter is left in any uncertainty then, when two professional experts differ so widely on a matter of professional duty as the assessor and the expert witness in this case, it is not competent for me to find the plaintiff in fault, the burden of justification being, of course, on the defendants. If at the conclusion of their case I cannot come to a conclusion in their favour, then evidently they have not done what they were bound to do. But the plea fails for yet another reason. I have no doubt that the practice on local river boats is exactly what the plaintiff said it was with regard to the keeping of watch and the responsibility of the pilot. My assessor so holds, and I am ready to agree with him. I have also no doubt that the plaintiff ran his ship on these very lines from the date of his appointment as master in March, 1910. Nor can I have the least doubt that his owners knew very well what he was doing. They had, of course, ample means of knowledge—and that they fully concurred in what was going on. This being so, one would expect that if at any time they came to consider that regular watch ought to be kept they would do so fairly and reasonably and notify the master of their desires. It follows then that when after all these months they put forward, suddenly and without any previous notice, the failure to keep regular watch as a ground for summary dismissal, they make it very difficult to believe that the ostensible ground is the real one. Nor do I myself believe it. In my opinion the defendants had some collateral motive for wishing to be rid of plaintiff. Suggestions were made in cross-examination that they had found him lacking in consideration to passengers. No doubt acts of deliberate discourtesy if brought forward to the captain of a passenger steamer would give his owners ample justification for summary dismissal. But nothing of this sort has been proved. I think it quite possible that the captain's measures with troublesome passengers were on the rigorous side. Perhaps he was sometimes not so tactful as he might have been. Possibly defendants thought they would like to have a milder mannered man in command. But this is nothing but conjecture. I come next to the second plea—that there was an oral agreement for the determination of the engagement on twenty-four hours' notice. It has been repeatedly held in this Court that, special agreements apart, three months' notice of dismissal is reasonable for the master of a vessel. The burden of proof is, of course, on defendants, and I will say at once that they have failed to convince me that the alleged agreement was ever made. It was pointed out that on several previous occasions, the plaintiff's service as master had terminated very suddenly, but he alleges that it did so on each occasion by mutual agreement, and in any case the defence is not that the agreement for twenty-four hours' notice is a usual or ordinary one, but that it was a special measure expressly insisted on by the directors because the plaintiff had given them trouble on previous occasions. It is very likely that when the directors engaged the plaintiff at the request, as he put it, of a third party—they felt they were conferring a favour on a man out of employment. They may have thought that under the circumstances it would be only fair that they should not be bound by the three months' rule. But they failed to satisfy me that any such reservation in their favour was insisted on by themselves or assented to by plaintiff. Plaintiff stoutly denies it, and I accept his denial. Possibly the three months' rule is a somewhat one-sided operation. I mean, in the passenger trade where competition is keen owners may feel that they are losing business through some idiosyncrasy of a master, which at the same time gives them no grounds for summary dismissal. Then they are in a dilemma. Payment down in cash of three months' full salary might be a heavy charge on the earnings of a small local steamer. On the other hand, if they give three months' notice they may fear that the captain having no further occasion to consider their interests may do serious injury to their business before the period of notice runs out. I admit the difficulty, but the remedy is in the hands of the owners. They alleged on this occasion an oral agreement. If a master is ready to agree to summary notice, there is no reason whatever why he should not be required to put his agreement in writing. I have suggested that course before on a similar occasion. This is a lengthy judgment, but I wish to have the facts and my findings on them clearly set out in the event of an appeal. As the defendants' two pleas have broken down, it follows that the plaintiff must have judgment. Three months' salary he is entitled to. As to the quarters, he is not out of pocket through the dismissal, as he had this payment to make while still in the defendants' service. I disallow this part of the claim. But the point was not argued, and I am willing to hear the parties in Chambers if plaintiff presses this point and his solicitor really thinks he has any case. Subject to this there must be judgment for plaintiff for three months' salary at \$240 and the costs of the action.

Mr. Lewis—Will your Lordship grant a stay of execution?
His Lordship—On what grounds?
Mr. Lewis—To appeal.
His Lordship—An appeal is no ground for a stay of execution. The usual course is to satisfy me that the money would be paid if the decision is reversed.
Mr. Lewis—But Captain Austin proposes going home, and if he goes and we bring our appeal our money is gone.
Mr. Stevenson—If your Lordship is prepared to grant any stay I would ask your Lordship that defendants should be bound to appeal as quickly as possible, because my client does intend leaving for Europe.
Mr. Lewis—There will be no delay.
His Lordship suggested that the matter be arranged between the parties as to security. He would not grant a stay of execution, but if no arrangement could be made he would grant a stay of execution for a limited period.

HONGKONG SHARE MARKET.

Messrs. Vernon and Smyth in their weekly share report dated August 4th state:—
The market for local stocks has ruled quieter during the past week, but on the whole quotations have been well maintained, and in some instances further advances have to be recorded. "Rubbers" have been neglected during the interval, and close slightly lower on the week with a tendency to further weakness. Trunks after advancing to 92½, with sales to London, have receded to 87½ middle price, with London a buyer at 86½, and a seller at 90½. Fine Hard Para Rubber closes in London at 4½ per lb. quiet. Bar Silver is quoted at 24½ steady, and Sterling T. T. at 19½. The Bank England rate of discount is unchanged at 3 per cent., but the open market rate has advanced to 3½ per cent. Shanghai T. T. is unchanged at 74½.
BANKS.—Hongkong and Shanghai have not been dealt in during the interval, and close quiet with sellers at \$910. London is unchanged at 237 10/16.
MARINE INSURANCES.—Unions have been sold at \$815, and Canton at \$210, the latter closing with probable sellers. North China have been booked in the North at Tls. 167½, and close with local sellers at Tls. 168. There are buyers of Yangtzes at \$210 with ax. 73.
FIRE INSURANCES.—Hongkong have improved considerably, and after small sales at \$340 and \$45 can probably be placed at the closing quotation of \$350. China have also closed quiet, and can probably be placed at the latest sale of \$125, at which rate the latest sale is reported.
SHIPPING.—Hongkong, Canton and Macao have ruled quiet with sellers at \$304. Indochina have been booked at \$65 for preferred and deferred combined, cum dividend. The London quotation—middle price for this stock is to-day \$5 12½ ex dividend with London a probable buyer at \$5 10½. China and Macao are at \$11½. There are buyers of Shell Transporters at \$21½, and of Star Ferries at \$19 after sales at the rate. Star Ferries are neglected at \$24½ and \$16½ for the old and new shares respectively.
SUGARS.—China Sugars have experienced a sharp advance, and close with buyers at \$117½ after sales at \$110 and \$117½ and reported transactions at \$119 and \$120. Leuzos continue neglected at \$24½.
MINING.—Quotations are unchanged and there is no business to report in this section.
DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks are easier with sellers at \$56. It is announced that, subject to audit, this company will pay an interim dividend of \$1.00 per share, being at the rate of 4 per cent. per annum. Hongkong and Kowloon Wharves have been sold at \$50 and more are required for at \$49. New Amoy Docks are unchanged at \$38. Shanghai Docks at Tls. 50. Lam, Hongkong and Whampoa at Tls. 85.
LANDS AND BUILDINGS.—Hongkong Lands have ruled firm, and after sales at \$92½ ex the interim dividend of \$3½ per share paid on the 29th ult., are now required for at \$93½. Kowloon Lands are required for at \$26, and Hummerys Estates at \$64. There are sellers of West Points at \$45 ex the interim dividend of \$2 per share paid on the 29th ult., and of Hotels at \$119 and \$74 for the old and new shares respectively.
CORROD MILLS.—Leong Kung Mow have advanced in the North to Tls. 61, but otherwise quotations are unchanged. Hongkong are quiet at \$61.
MISCELLANEOUS.—Campbell, Moore's have improved to \$10 with buyers. China Providents have been booked at \$8 and Dairy Farms at \$22, both closing in request. Cements are easier with sellers at \$4. Electric have been done at \$21½. Peak Tram at \$12. Hopes at \$18 ex the interim dividend of \$3½ per share paid on the 29th ult. Union Water Bonds at \$64, and Steam Fisheries at \$73. There are buyers of China Lights at \$1. Watsons at \$32. Philippines at \$5, and Dairy Farms at \$22. Hongkong Tramways (low level) are quoted by London to-day at 2½ middle price.
RUBBERS, ETC.—The following quotations (middle prices) were received from London by wire to-day:—
Latexrubbers ... 60/-
London Latexrubbers ... 10/-
United States ... 1/6
United States ... 90/-
Alagars ... 3/-
Batu Tigas ... 72/6
Sapong ... 25/3
Linggis ... 40/-
Anglo-Malaya ... 16/9
Eastern and International Trusts ... 5/- discount
Rubber Trusts (F. & D. combined) ... 112/6
Indo-China (F. & D. combined) ... 87/6
Tromch Tin Mines ... 81/-
Shell ... 81/-
Hongkong Electric Trans. ... 2/6

LAUNCH OF A CHINESE CRUISER.

The launch took place on the 14th July, at Messrs. Vickers, shipyard, of the Chinese training ship *Ying Wei*. Miss May Lin, daughter of the Chinese Minister, was also present, performed the naming ceremony.
This vessel has been specially designed for the training of officers and men with modern armaments of warfare, while having all fighting capacity possible in a ship of 13½ tons draught and limited displacement to meet certain harbour conditions. The *Ying Wei* is 32 ft. 6 in. beam, 20 ft. 9 in. deep, with a displacement of 2,500 tons. Her armament consists of two 6 in., four 4 in., two 14 pounders, six three-pounders, and two smaller guns, all quick-firing. She also carries two 18 in. revolving deck torpedo tubes. She will be fitted with cylindrical and water tube boilers for stokers to gain experience, and the propelling machinery is of the Parsons' type of turbine with three lines shafting, one propeller on each, giving a speed of 20 knots. Accommodation is provided for 250 officers and men and 40 cadets.

AN ANCIENT DIVORCE CURE.

A recent issue of the Oriental Review contains a paper on Japanese women, giving an account of a curious custom in vogue before the end of the sixteenth century among the uneducated classes—A divorced wife was expected to undertake what was called "second wife chastising." Should the divorcer marry again within a month, the divorcee was sure to exist the service of snowy girls and women from among her friends as relations, to the number of from twenty to a hundred, according to her station and influence. Thus prepared, the ex-wife would send word to the new one to prepare for an attack on a certain day and hour, mentioning the kind of weapons to be used, such as wooden swords or clubs. Men were not allowed to take part in the battle that ensued, decidedly business-like while it lasted. The women of those days boasted of the number of times they had participated in this "second wife chastising."

THE ENGINEERING OUTLOOK.

Taking stock of the industrial position at home and abroad, the outlook abroad the *British Trade Review* says:—In the latter part of the reign of Queen Victoria there was rather a tendency to look upon Great Britain as a played-out kingdom; and it must be admitted that till 10 or 15 years ago our manufacturers, not only in the engineering branches, but in many other departments of industry, clung to old-fashioned methods of production, were loath to put antiquated machinery on the scrap heap, and were in the main content with what must be considered in the verge of the commercial enterprises now prevailing to have been only jog-trot trade.

The keen foreign competition that sprang into life, the greater interest of Parliament in industrial and business questions, and particularly the vast show by our manufacturers in remodelling and extension of their works, slowly but surely brought about a much better state of things. The competition was general, that if our capitalists were to hold their own against foreign competitors they must without delay make drastic changes. Science, technical education, invention, and the highest mechanical skills were utilised to the utmost; and the gratifying result has been that to-day our industrial firms, and especially our great amalgamated firms, are still in the front-rank of producers, and manage to plant their machinery in every distant market, and even in compelling countries.

Knowing that they can give the best of output, the principals of important undertakings travel to every land to strengthen their business, and have opened branches and appointed agents everywhere, and seldom lose an opportunity of getting orders. The old spirit of take it or leave it no longer obtains; and though representatives from abroad and some of our own manufacturers have been in the past a good deal to be learned from the United States and Germany, our catalogues and price lists, and diplomacy in securing contracts, and dispatch in satisfying demand are in alert contrast to former business ways. The telephone, the cable, and wireless telegraphy have all given a flip to trade; but perhaps the chief factor in the retention of our industrial equality, and in some instances our superiority, not only in shipbuilding and mechanical appliances, is the adaptability and originality of our manufacturers, who are ever outgunning their own or other people's brains for improvements in any direction, and for new designs. The business race is to the inventor, the chemist, the labour-saver, and the resourceful mechanic. It is an age when specialists count; and this fact has been realised by our engineering firms with consequent prosperity.

Industrial progress has been conspicuous in the manufacture of steel. The old blast-furnace practice is superseded by easier and more effective filling, by self-feeding, and mechanical charging, and more even distribution of heat with less cost of output, and our export of iron work of all kinds has greatly increased. Considerable strides have also been made in the constitution and manipulation of steel from the Bessemer to the Siemens-Martin process, and later developments in which science and industry are doing their part. There is a heffield, Leeds, Birmingham, Manchester, and other cities are busy on crucible products, turning out hardened, high-speed steels that will go through anything, and striving in every way to still further perfect their makes, so that they will be durable and fit for every purpose. And the consequence is that British steel has secured reputation in every land. Our armour-plates, guns, ship equipment, machine tools, and heavy machinery have to a great extent the world's market, and many of our foremost concerns are no longer limiting their attention to home works, but are acquiring or opening branches in Southern Europe, in Canada, in India, and Japan. In Lancashire and Yorkshire, on the banks of the Clyde, the Thames, and the Mersey there has within the past few years been an enormous expansion in general engineering, mechanical and electric, and manufacturers are prepared to build any and every contrivance that will give efficient traction and power and be of use in mill, factory, and mine, and on plantation, farm and in field.

It is an instructive fact that at least three of our great engineering establishments had their inception in Sheffield, one of the first cities to grasp the importance of steel-making and the Bessemer process. They all practically started in the Brightside and Attercliffe district of the outlying manufacturing centre, and have grown into vast undertakings, employing thousands of hands. From the comparatively small chain-making and bridge-building works of Messrs. Vickers & Sons has sprung the huge firm of Messrs. Vickers, Sons & Maxim at Barrow, noted for its construction of battleships and cruisers, and now extending its gigantic industry to floating docks, and possibly to passenger and merchant shipping, and to ships of the air, should their experimental craft, hulled with the new metal duralumin, prove the success our Admiralty desires.

The firm of Messrs. John Brown & Co., which has lately made a name for the launch of big ships in the north, originated not far from the old shops of Messrs. Vickers & Sons, and John Brown, years before he was knighted, dabbled in railway material and introduced the manufacture of armour-plates, cranks of their kind, but the forerunners of the invulnerable armaments of the world. The firm of Messrs. Charles Cammell, too, a huge concern, opened his steel works close by, made money in railway material, and also tried his hand with armour-plates, and eventually the business, converted into Messrs. Cammell & Co., of the Cyclops Works, and making nearly every requisite in iron and steel, was merged into the shipbuilding firm of Messrs. Cammell, Laird & Co., of Birkenhead, the constructors of war-vessels of all kinds, as well as bridge-builders, giving meantime special attention to cargo-boats and to the demand of craft equipped with novel engines and steering gear, and capable of navigating the trickiest rivers abroad.

Perhaps the most remarkable advancement has been made by Messrs. Armstrong, Whitworth & Co., of Elswick, on the Tyne, and of Openshaw, Manchester. One of the earliest partners was Joseph Whitworth, who as a young man carried on business in a very humble way in a scrap-iron shop, but fostered his inventive genius, and did much in association with Armstrong toward bringing the firm into prominence. Messrs. Armstrong, Whitworth & Co. is now one of the largest undertakings in Europe, and yields employment to 50,000 hands. It has widened its industrial borders in the north, erecting new yards and shops, it has a vigorous interest in the Eltham works, on the Thames, and in its works on the northern shore of the Mediterranean, and its ships of war and boats for the Russo-Japanese war its fighting ships contributed not a little to the Japanese victory; and on Lake Balkal, in Siberia, its marvellous ice-breaking vessel that carried the traffic from rail-end prior to the completion of the line linked the East to the West, and made a through trade possible. In Manchester the firm have recently extended their works and are so well employed

INTIMATIONS

ITCHING FRIGHTFUL
HAD NO REST

Night or Day for Two Months. Face and Arms One Mass of Scurfy Skin. Smarted All the Time. She Scratched Until It Bled.

Relief, Sleep and Cure In One Box of Cuticura Ointment.

"My face and arms were one mass of scurfy skin and full of inflammation. They itched so frightfully that I had no rest, night or day, for about two months. The eruption smarted all the time and I could not rest a minute without scratching until it bled. I tried every treatment I could think of, or was told to get, but with no result. At last I saw Cuticura Ointment advertised so got a box of it. With the first few screenings I found relief and could begin to sleep a little. So I bought another box of Cuticura Ointment, and before I had used all of it I was fully cured. I shall be glad if you will make use of this so that others may learn of the Cuticura Remedies, as what I say is the truth." (Signed) Mrs. E. H. Haggitt, 51, Ohio House, Phoenix, St. Albans, Hertfordshire, England, Jan. 12, 1910.

Tormenting, disfiguring humours on the skin and scalp of infants, children and adults are instantly relieved by Cuticura Soap and Cuticura Ointment. Sold throughout the world. Dealers: London, 27, Cannon Row; New York, 10, N. 5th St.; San Francisco, 10, N. 5th St.; India, 10, N. 5th St.; Australia, 10, N. 5th St.; China, 10, N. 5th St.; Japan, 10, N. 5th St.; Siam, 10, N. 5th St.; Persia, 10, N. 5th St.; Egypt, 10, N. 5th St.; Greece, 10, N. 5th St.; Turkey, 10, N. 5th St.; Russia, 10, N. 5th St.; Poland, 10, N. 5th St.; Bohemia, 10, N. 5th St.; Austria, 10, N. 5th St.; Hungary, 10, N. 5th St.; Italy, 10, N. 5th St.; France, 10, N. 5th St.; Germany, 10, N. 5th St.; Belgium, 10, N. 5th St.; Netherlands, 10, N. 5th St.; Sweden, 10, N. 5th St.; Norway, 10, N. 5th St.; Denmark, 10, N. 5th St.; Prussia, 10, N. 5th St.; Saxony, 10, N. 5th St.; Bavaria, 10, N. 5th St.; Württemberg, 10, N. 5th St.; Baden, 10, N. 5th St.; Hesse, 10, N. 5th St.; Rhine Province, 10, N. 5th St.; Westphalia, 10, N. 5th St.; Schleswig-Holstein, 10, N. 5th St.; Mecklenburg, 10, N. 5th St.; Pomerania, 10, N. 5th St.; Brandenburg, 10, N. 5th St.; Prussia, 10, N. 5th St.; Saxony, 10, N. 5th St.; 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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MAXIM. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box 35. Telephone No. 12. Telegraphic Address: PAXA CODES: A.B.C. 6th Ed. Lieber's.

NEW ADVERTISEMENTS

INDRA LINE, LIMITED.
FOR NEW YORK VIA SUEZ CANAL
(With Liberty to Call at the Malabar Coast).

THE Steamship
"INDRADEO."
Capt. W. H. Lee, will be despatched as above about the 26th inst.
This Steamer has excellent accommodation for a limited number of First-Class Passengers, and attention is directed to the moderate rate of Passage Money charged.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 5th August, 1911. [1002]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"DEVANHA,"
FROM BOMBAY, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.
This vessel brings on Cargo—
From London, &c., ex s.s. "Mongolia."
From Australia ex s.s. "Marmora."
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.
Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.
Goods not cleared by the 9th inst., at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOWDALL, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.
E. A. HEWITT,
Superintendent.
Hongkong, 2nd August, 1911. [1]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT

is now ready and contains:
Tampering with Council Resolutions.
Japan and the Alliance.
Australia's Loyalty.
International Sports.
Government as Estate Agent.
Random Reflections.
Hongkong News.
Mongkokui Typhoon Refuge.
Minden Day.
Their Majesties' Thanks.
Chinese Military Movements near Macao.
Hygiene Examination.
Hongkong Legislative Council.
Hongkong Sanitary Board.
Government House.
Chaffeur Charved with Refusing to give His Name and Address.
King of Siam's Coronation.
Supreme Court.
Robberies or Reported Robberies.
Revival of the Boatbuilders' Strike.
The Industries of Hankow.
Correspondence.
Typhoons in August.
Nearly Struck Out.
Opium Suppression.
Shipping Notes.
The Late Mr. G. W. Noel of Shanghai.
Kulanga (Amoy) Municipal Council.
Kan Yu-Wei and Lieng Kwai-Chu.
Victoria Recreation Club.
Life of Plague Germs.
Company Report.
Indo-China Steam Navigation Co.
Hongkong and Whampoa Dock Co., Ltd.
Commercial.
Shipping.
Extra copies 30 cents each. Cash.
Copies can be posted from this Office to addresses sent; including postage, 34 cents each. \$1 Cash for three copies.
Subscription: \$12 per annum, payable in advance; postage 32.
Hongkong, 5th August, 1911.

NOTICE.

I HAVE This Day established myself at Hongkong and Canton as a General Export and Import Merchant under the style of HUSAIN P. MADAR & Co.
H. P. MADAR.
Hongkong, 1st August, 1911. [989]

NEW ZEALAND GREEN-STONE.

SPECIMENS of this lovely Stone, worn universally as a Fashionable Article of Jewellery, Mailed direct to you for 10/-.
Write to-day.
B. WEINGOTT,
Dept. J.
Wanganui, New Zealand.
984]

ITALIAN MARBLE.

MONUMENTS, FIGURES, HEAD-STONES and CROSSES in Stock at—
BROWN, JONES & Co.,
41, Morrison Hill Road.
Hongkong, 1st June, 1911. [776]

PUBLIC COMPANIES

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 8th August, at 12 o'clock Noon, for the purpose of receiving a Report of Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 25th July to 8th August, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.
Hongkong, 11th July, 1911. [928]

HONGKONG AND SOUTH CHINA STEAM FISHERIES CO., LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Office of the General Manager on WEDNESDAY, the 9th day of August, 1911, at 12 o'clock Noon, for the purpose of considering the Report and Accounts to 30th June, 1911, and to transact any business that may be transacted at an Ordinary General Meeting.

NOTICE IS GIVEN that the TRANSFER BOOKS of the Company will be CLOSED from 1st to 9th August, 1911, both days inclusive.
BRADLEY & Co.,
General Managers.
Hongkong, 29th July, 1911. [980]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 19th day of August, 1911, at Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1911.

The REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 7th August, to SATURDAY, the 19th August, 1911 (both days inclusive), during which period no transfer of Shares can be registered.
By Order of the Court of Directors,
N. J. STABB,
Chief Manager.
Hongkong, 2nd August, 1911. [994]

HONGKONG JOCKEY CLUB.

A MEETING of Members interested in ordering Subscription Griffs for next Races will be held in the Office of the Hongkong Jockey Club, TO-DAY (SATURDAY), 5th August, at 12.30 P.M.
T. F. HOUGH,
Clerk of the Course.
Hongkong, 29th July, 1911. [981]

NOTICE.

VICTORIA RECREATION CLUB.
THE ANNUAL GENERAL MEETING of Members will be held in the Gymnasium on WEDNESDAY, the 9th Aug., at 5.30 P.M., for the purpose of considering and passing the Annual Reports and Statement of Accounts for 1910.
FRANK LAMBERT,
Hon. Secretary.
Hongkong, 4th August, 1911. [997]

AUSTRALIAN BUTTER.

There is
Nothing better than the best.
We keep it.
Do you want it?

FOUR BRANDS!

FOUR PRICES
Fresh, Sweet, Firm and cold as ice.

THE DAIRY FARM CO., LTD.

[36]

NEW CARTRIDGES.

B popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to .333G. at 36, 37 and 47.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.
Inspection Invited.

WM. SCHMIDT & Co.,
Hongkong, 26th October, 1906. [608]

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1910.
REVISED BY THE MEMBERS.
PRICE - - - - \$3.
DAILY PRESS OFFICE.
Hongkong, 21st February, 1911.

INTIMATIONS

TO-NIGHT! LAST NIGHT! TO-NIGHT! HIPPODROME CIRCUS & MENAGERIE.

LAST MATINEE—TO-DAY (SATURDAY), AT 4.30 P.M.,
When a handsome Lady's Bicycle will be given away free. Everyone has a chance.

LAST PERFORMANCE TO-NIGHT! A GREAT CONTEST!

Middle-Weight Championship of the Colony.
Corp. SCOTTON, K.O.Y.L.I. v. Seaman TOVEY, Submarine 37,
15 Round Bent for a side bet and a purse presented by the Circus.
Hongkong, 5th August, 1911. [982]

INTIMATIONS

BANK HOLIDAY.

In Accordance with Ordinance No. 5 of 1875, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, 7th inst.
Hongkong, 3rd August, 1911. [995]

FIRE INSURANCE ASSOCIATION OF HONGKONG.

1st MONDAY IN AUGUST.

NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 7th August, 1911.
By Order,
A. R. LOWE,
Secretary.
Hongkong, 4th August, 1911. [999]

MARINE INSURANCE ASSOCIATION OF HONGKONG.

1st MONDAY IN AUGUST.

NOTICE IS HEREBY GIVEN that all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 7th August, 1911.
By Order,
A. R. LOWE,
Secretary.
Hongkong, 4th August, 1911. [1000]

FOR SALE.

DERRINGTON, 7-Roomed House, Peak Road, beautiful situation.
For Terms, apply to—
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Care of Messrs. GARRER, BORNES & Co.,
King's Buildings, 11th Rd.
Hongkong, 10th July, 1911. [923]

GRACA & CO.

PAIDUP ST. (Hongkong Hotel Building),
Dealers in
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Just Received a Selection of Postage Stamp and Post Card Albums, Artistic Mosaic Pictures made of used Postage Stamps.
Inspection Invited. [891]

A LING & CO..

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.
Developing and Printing Undertaken.
Hongkong, 31st July, 1907. [609]

MITSU BISHI GOSHI KWAISHA.
(MITSU BISHI CO.)
COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA OCHI, MUTABE, YOSHINOTANI, HOJO, KANADA, NAMAZU, SAKYO, SHINNEW and KAMITAMADA.

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For Particulars, apply to
Y. SHIBUYA,
Manager,
No. 2, Pedder Street, Hongkong
Hongkong, 12th May, 1911. [636]

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1911. With Index. Price 7/50.
On sale at the "HONGKONG DAILY PRESS" Office.
Hongkong, 2nd August, 1911

INTIMATIONS

TO LET.

10, MOUNTAIN VIEW. Immediate possession.
Apply—
Care of "Daily Press" Office.
Hongkong, 6th July, 1911. [491]

TO LET.

THE BUILDING now in occupation of THE MERCHANTS BANK OF INDIA to be let from 1st January, 1912. GODOWNS in Masons Lane, good for storage of Wines and other Articles. Rent moderate.
Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 13th July, 1911. [627]

TO LET.

NO. 3, ROSE TERRACE, Nathan Road, Kowloon. Possession from 1st September, 1911.
Apply to—
BARRETTO & Co.
Hongkong, 3rd August, 1911. [996]

TO LET.

NOS. 9 and 10, MACDONNELL ROAD. GODOWNS, To Let, at Blue Buildings, 4A, Praya East.
"CREGGAN," 39, The PEAK. GODOWNS, 151 to 155, PRAYA EAST. SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door.
Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 5th August, 1911. [113]

TO LET.

A N OFFICE in Alexandra Buildings.
Apply—
A. S. WATSON & Co., Ltd.
Hongkong, 8th June, 1911. [799]

TO LET.

A FURNISHED HOUSE, with Tennis Court, on higher level.
Apply to—
Y. Z.
Care of "Daily Press" Office.
Hongkong, 1st August, 1911. [990]

TO LET.

FLATS in Nathan Road. FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap rent. NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rent.
KOWLOON MARINE LOT 49, Tsimshui, Area 35,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.
Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.
Hongkong, 14th February, 1911. [892]

TO LET.

GODOWNS, 95 and 96, Praya East.
Apply—
CHATER & MODY.
Hongkong, 31st March, 1911. [121]

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st August, 1911. [116]

TO LET.

TWO OFFICES on 1st Floor of Hotel Mansions.
Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 7th April, 1911. [575]

TO LET.

OFFICES on Ground and First Floor in Chater Road. Very central position. No. 7, DUDDELL STREET, 1 Godown. "KELLET CREST," No. 65, PEAK, from 1st August, 1911.
No. 3, BEACONSFIELD ARCADE (Shop).
The EYRE, No. 13, Peak, newly Painted and Colour-washed.
BEACONSFIELD, from 1st June, 1911.
No. 57, PRAYA GRANDE, MACAO. FOR SALE.—Tor Crest, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.
Apply to—
L. L. INSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 2nd August, 1911. [118]

TO LET.

GODOWN, No. 5A, DUDDELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st August, 1911. [114]

BANKS

NEDERLANDSCH-INDISCHE HANDELSBANK.
(NEDERLANDS INDIA COMMERCIAL BANK).
ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000)
Subscribed Capital Fl. 12,375,100 (£1,031,500)
Reserve Fund Fl. 2,754,538.09 (£229,528)

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THE WILLIAMS & WATSON BANK,
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12 months 4% per annum.
6 do. 3 1/2% do.
3 do. 3% do.

C. WOLDRING, Manager.
No. 16, Des Vaux Road Central.
Hongkong, 4th August, 1909. [24]

THE BANK OF TAIWAN, LIMITED.
(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Yen 10,000,000
Capital Subscribed (paid up) Yen 6,250,000
Reserve Fund Yen 2,620,000

HEAD OFFICE: TAIPEI, FORMOSA.

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Canton, Osaka, Tokyo,
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Koolung, Shanghai.

HONGKONG OFFICE:
3, DES VAUX ROAD.
Interest allowed on Current Accounts.
Deposits received on terms which may be had on application.
K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1911. [659]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP Gold \$3,250,000
RESERVE FUND Gold \$3,250,000
Gold \$6,500,000

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LONDON OFFICE: 36 Bishopsgate.

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The Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4 per cent. per annum.
For 6 months 3 1/2% do.
For 3 months 3% do.

GEORGE HOGG,
Manager,
No. 9, Queen's Road, Central.
Hongkong, 21st February, 1911. [966]

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUND 16,850,000
Date 13th March, 1911

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENTS:
London, Osaka,
Nagasaki, San Francisco, Lyons,
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Antung, Liyang, Port Arthur,
Helsing, Chiang Chua, Mukder,
Kobe.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
On fixed deposits for 12 months 4% per annum.
" " " 6 " 3 1/2%
" " " 3 " 3%
TAKAO TAKAMICHI,
Manager,
Hongkong, 13th March, 1911. [141]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 185
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,625,000
RESERVE LIABILITIES OF PROPR-
TORS £1,200,000

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily balances.
On Fixed Deposits for 12 months 4 per cent.
" " " 6 " 3 1/2%
" " " 3 " 3%
WM. DICKSON,
Manager.
Hongkong, 2nd May, 1911. [148]

HONGKONG SAVINGS BANK.

THE Business of the above Bank conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 3 per cent. per annum.
Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager.
Hongkong, 24th January, 1911. [12]

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000
SUBSCRIBED 1,125,000
PAID UP 562,000
RESERVE FUND 325,000

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Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits as under:—
For 3 months 2 1/2 per cent. per annum.
" 6 " 3 " do.
" 12 " 3 1/2 " do.
F. C. MACDONALD,
Acting Manager.
Hongkong, 14th July, 1911. [938]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS:—
STERLING \$15,000,000 at 2/-=\$15,000,000
SILVER \$16,250,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

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CHIEF MANAGER:
Hongkong—N. J. STABB.

MANAGERS:
Shanghai—H. E. R. HUNTER.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

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On Current Account at the rate of Two per cent. per annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.
N. J. STABB,
Chief Manager.
Hongkong, 5th August, 1911. [19]

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Schiedam, so
does Wolfe's
Schnapps,
The beverage
that benefits.

WOLFE'S Aromatic Schiedam Schnapps.

A Refreshing and Exhilarating Drink and valuable Medicinal Beverage in all cases of Malaria, Gravel, Insomnia, Kidney Troubles, Stone in Bladder, Urinary Affections, Colic, Debility, Stomachic Troubles, Diarrhoea, &c.

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Tickles
the
Palate



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THROUGH
STOMACH AND LIVER
DISORDER?



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"The doctor said to me 'You have gastric trouble,' which is a severe stomach disorder. I took medicine, but got no benefit. Only with the greatest difficulty could I do my work. Then I used five bottles of Mother Seigel's Syrup, and by that time I was quite well."—Mr. C. T. SCORRER, 70, Helmsley Road, Sandford Road, Newcastle. May 3, 1910.

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LIFE WITHOUT HEALTH IS LIVING DEATH. VETARZO BRAIN AND NERVE FOOD

This remarkable compound, the latest discovery of modern times, is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other influences. Sleeplessness, palpitation, defective circulation, nervous dyspepsia, tic or neuralgia, low spirits, mental and bodily prostration, want of confidence, general debility, premature decay or deficiency of the vital forces, loss of vitality, harassing dreams, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, backache, bearing down sensations, wasting diseases, consumption, night sweats, muddy, high-coloured water, &c., are all so many different phases of brain and nerve wreckage and exhaustion, the cause of which is the greater portion of the misery, ill-health, and despondency by which we are confronted on every hand, that can only be successfully combated by the use of this wonderful and highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening, wasting discharges, restores the failing energies, and imparts new life and vigour to those who have so recently seemed played out, used up and valueless. Bottles Price 2s. 6d.

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Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poorness, impurity, or other imperfection of the blood from whatever cause arising. No sooner is it introduced into the system than it permeates and penetrates to the minutest capillary, overcoming and expelling disease, whereas ever and in whatever form met with; removing all blotches, pimples, scurf, eczema, scrofulous and glandular swellings, discolourations, roughness and unsightly patches, &c. Its effects are almost magical in the treatment of gout, rheumatism, eczema, lumbago, pains and swellings of the joints, discharges, blood poison, eczema, lepra, psoriasis, bad legs, bad breasts, abscesses, ulcers, wounds, sores, gonorrhoea, venereal disease, improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking, staining, spasmodic cough, too often the precursor of consumption. Bottles Price 2s. 6d.

Send stamped addressed envelope for free booklet, or P.O. 2/6 for trial bottle of either remedy, to THE VETARZO REMEDIES CO., GOSPEL OAK, LONDON. Unprincipled Vendors may try to sell you something else for extra profit—do not accept it, but insist on having VETARZO. The genuine has the words "VETARZO REMEDIES" on Government Stamp. VETARZO REMEDIES ARE SOLD BY BOOT'S, CASH CHEMISTS.

SCIENTIFIC MISCELLANY.

A CLIMBING MAST.

The telescopic mast just brought out in England is an ingenious device that is claimed to have solved the problem of a portable extension pole for wireless telegraphy and other purposes. It consists of a series of welded steel tubes, of successively diminishing size and thickness, which are arranged to slide within one another. The extension is effected by a novel method. An untapered perforated steel band is stopped so as to fit closely the diameter of each round section in turn—or the diagonal if the sections are square—and when this band-section is unwound from a drum by a winch handle, it rises in the tubes and carries the smallest tube with it. As this is fully extended a collar engages with the top collar of the next section causing that to rise in turn. Automatic clamps securely fasten each joint and can be released when desired by a device at the base. A long mast can be raised or taken down in a minute or two. Light masts of 40 to 240 feet are designed for wireless telegraphy, but heavier ones up to 65 feet or so, to be used for such purposes as building construction, are made strong enough to support 5 to 10 tons.

THE RECORDING TELEPHONE.

The idea of a photographic recorder for the telephone is not particularly new, but an attempt to put it to use has been at last submitted to the Paris Academy of Sciences by three French physicists. An air chamber of adjustable size is placed between the diaphragm of the telephone receiver and that of the photographic microphone. The design is to adapt this receiver for taking down messages that come in the absence of the owner of the telephone, and on pressing a button the photograph reproduces the records so made.

A VERY YOUNG MOON.

A comet-seeker reports having seen the new moon when only 16 hours old on the evening of Feb. 10, 1910. This is a record observation. The moon's altitude was not more than 4 or 5 degrees, although it has been said to be unobservable when below 11 deg. THE ELECTRIC CURRENT AS BOILER

PROTECTOR.

A curious method of preventing the corrosion and pitting of metals from the electrochemical action of water, as in boilers, has been under test in Australia. The galvanic action of the corrosive substances in the water is neutralized by passing weak dynamo currents through the metal to be protected, and in the experiments so far made this plan seems to ensure greatly diminished trouble with boilers. At the Melbourne University the process has been tried on metals immersed slugsly and in connected pairs in hot and cold sea water and various dilute acids. All harmful action was at once stopped, and only a small expenditure of electrical power was necessary to ensure complete preservation. The practical adoption of this simple remedy is expected to result in a very important saving—not only in boiler repairs, but also in pipe and other materials now used as corrosion preventives.

COVERED COAL.

Late Westphalian experiments seem to indicate that little is gained in attempts to preserve coal by excluding air under water or in special atmospheres. The tests were made with lumps about 3.4 of an inch in diameter, a portion being placed in half-gallon jars under water, carbon dioxide, flue gases or sulphurous acid vapours, and another portion being exposed in the open air. Though different coals gave unequal results, the loss of gas was not much influenced in any case by the protective treatment. It was recommended that if anything is to be done, the coal piles should be provided with roofs, and thermometers should be inserted so as to obtain warning of any tendency to spontaneous combustion.

THE COAL MINE VACUUM CLEANER.

The vacuum-cleaning of coal mines is a new idea for preventing risk from dust. A Scottish electrical firm has devised a special mine cleaner, which includes a jet of pressure air for raising the dust from every crevice, with a bell-mouthed suction tube behind the air-nozzle, and a separator or filter that retains the dust sucked in and permits the air to escape. A single electric motor drives both the suction fan withdrawing the dust and small pressure fan that produces the jet.

GEOCOCONIUM.

Still another must be added to the gaseous elements of the air if the hypothesis of Dr. C. Wegener, a German, proves to be correct. Spectroscopic observations of auroras, with other similar phenomena, give evidence of the existence of an unknown gas in the earth's upper atmosphere, and its analogy to coronium of the sun's atmosphere has suggested for it the name of geococonium. It is even thought that geococonium may be identical with the gas of the solar corona. The new element must be lighter than hydrogen, with inertia so slight as not to retard meteorites appreciably or heat them to incandescence, and it is assumed to be Mendeleeff's predicted monatomic gas of atomic weight about 0.4. Hydrogen having been found by Hahn and others to constitute the chief part of the atmosphere at a height of 40 miles, it is further assumed that at altitude of 120 miles the atmosphere consists of hydrogen and geococonium in something like equal proportions. If these assumptions are true, it is calculated that the new gas should form 1 part in 20,000,000 or less of air at sea level, and its isolation should be quite possible.

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Sprains, Rheumatism, Sore Shins, Sore Feet, Sore Noses, Sore Ears, Sore Eyes, Sore Throats, Sore Glands, Sore Breasts, Sore Udders, Sore Teats, Sore Nipples, Sore Claws, Sore Hooves, Sore Feet, Sore Noses, Sore Ears, Sore Eyes, Sore Throats, Sore Glands, Sore Breasts, Sore Udders, Sore Teats, Sore Nipples, Sore Claws, Sore Hooves.

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LEA & PERRINS' SAUCE

gives a delightfully appetizing flavour to all Meat Dishes, Fish, Soup, Game, Cheese and Salad.

The Original and Genuine WORCESTERSHIRE.

AN IMPROVED DRY BATTERY.

For a new electric dry battery of English origin a useful life of 3 years is claimed, with practically no deterioration when it is not in use. It may be re-charged several times. A number of zinc plates form the negative element, and for the positive a carbon rod is embedded in a composition of charcoal and manganese oxide, surrounded by a mixture of chlorides of ammonium, lime and zinc. The electrolyte in which these elements are placed is a jelly of ammonium chloride and zinc-ammonium chloride. The jelly is claimed to retain its moisture and to be little affected by temperature changes.

TREE AND SAND DESTROYERS.

A process of land leveling through the action of plants has been noted in Aldabra, an island north-west of Madagascar. At the base of the cliffs the roots of the mangrove trees are disintegrating the rocks rapidly, making them easy prey of the sea, which is fast washing them away.

To the Dyspeptic

and those suffering from disease of the stomach and intestines. A physician, surgeon and pharmacist of the highest standing in Europe, Dr. Carlos, introduced to the public the best and safest treatment for the cure of diseases of the stomach and intestines. This remedy has been named

STOMALIX

which is a safe and absolutely harmless digestive tonic, relieving pain, aiding digestion, stimulating appetite, and toning the entire system. It is gradual and benign in its effects, restoring the digestive functions to their normal power and health, with ability to do their work unaided.

To the Medical Profession. Physicians who have kindly reported to Dr. Carlos the results, in large of cases of chronic gastritis, gastralgia and dyspepsia combined with chlorosis, anaemia, chronic gastro-enteritis, gastritis and dyspepsia, dyspepsia, hyperchloridia, dilatation of the stomach, and in gastro-intestinal diseases in children, etc., by using no other medicine than Stomalix, they have been gratified at the curative results, diseases of thirty years standing yielding to the remedy. For sale by all Druggists. Distributing Agents: FRANCIS NEWBURY & SONS, Ltd., London, Eng.

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MARTIN'S APIOL & STEEL PILLS

A French Remedy for all Irritations. Thousands of letters always send a box of Martin's Pills to the doctor, no matter how long they have been in the system, as they are so easily absorbed, and the system is so quickly purified, that the patient can be sure of a cure. All cases of Irritation, whether in the stomach, bowels, or elsewhere, can be cured by Martin's Pills. The World's most famous medicine. Martin's Pills, London, England.



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[56]

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THE HOUSE OF PENDREAR.

[By MILDRED WILCOX.]

CHAPTER XXI.

Charles Pendrear hastened in the direction of the village, and throwing himself face downwards he leaned over the edge of the cliff. Underneath, on a slight projection, was a girl clinging desperately to a clump of thistle and hollyhock at which she had clutched in the moment of losing her foothold.

"It is all right," he told her, reassuringly. "You are quite safe. If you press down your foot you will find firm ground beneath it."

The girl turned a frightened face towards him.

"Are you sure?" she asked.

"Perfectly. Try and plant your foot down firmly; then give me your hands and I will help you."

"Oh! I dare not."

"It is quite a little way and there is no danger, but unless you try to help yourself I can't pull you up. You must try to take off your skirt; we could use that as a rope."

"I could not manage it," she said, helplessly. Pendrear thought for a moment, then taking off his leather braces, he knotted them into a loop and lowered them into her hand.

"Now spring," he said, "and I will pull you."

The girl did as she was told, and Pendrear put forth all his strength and successfully pulled her on to the grass beside him.

"I slipped," she began, and then she swayed and the next moment fell fainting at his feet.

"I have no patience with women who faint at the slightest provocation," he thought, bending over the unconscious figure. With deft fingers he unfastened belt and collar; gradually her eyes opened and she smiled into his face. They were very expressive eyes, large and blue, and the delicate little face with its small, irregular features was both pretty and piquant.

"Feel better?" asked Pendrear.

"Much. I don't know how to thank you. You must think me awfully silly."

"Well, I do, rather," was the frank response.

"Still, suppose you can't help it. Some women are made that way."

"But you must not think I am always so silly," she said, anxious to justify herself in the eyes of her handsome rescuer. "But I had a fright, and then I have been ill."

"Ah, that makes all the difference," said Pendrear, who having excellent health himself was always full of sympathy for those less fortunate. How did you manage to fall, over the cliff?"

"I went too near the edge and my foot slipped. I don't know what I should have done if you had not come by. I have not thanked you properly, but you must know that I am grateful. I suppose you saved my life?"

"I may have done so. But very likely you would have managed to scramble up yourself."

"I don't think so. I lost my head, and I am afraid. Whether you like it or no, you must have the honour of rescuing me!"

"I rather like to think I have," he replied coolly. "So, as you also seem to wish it, we will assume that it was so."

He looked at her with a frank smile in his eyes. "Quite an interesting situation, is it not?"

She laughed back; the dimples showing in her cheeks.

"One they are fond of in books; only there you would not have been so rude as to show you thought it foolish of me to faint."

"Well, I did not know you had been ill. Don't you think it foolish to have come so far by yourself?"

"There was no one to come with me. I am staying at Sennen with Mamma's old nurse, who is far too old and fat to climb. I am over so much better since I came."

"This air does wonders," said Pendrear, noticing for the first time the extreme youth of the girl he had rescued. She could not be more than eighteen, and had all the naive unconsciousness of a child.

"I will walk down with you to the cove," he said. "It would never do for you to feel queer on the way."

The girl was unreservedly glad to have his company.

She chattered freely all the way.

Pendrear was a sympathetic if a silent listener.

Her spontaneous chatter attracted and amused him.

"I have really run away," she told him. "My home is in Brussels, but I left it because Mamma and everyone worried me so. They want me to get engaged to somebody I don't like."

"You are too young to get engaged to anyone."

Bessie Degarde pouted.

"Oh! I don't know about that. Only I could not be engaged to the person Mamma favours. It would be too dreadful."

"What is he like?" enquired Pendrear, laughing. "Very old and objectionable, I suppose."

Bessie considered.

"No, not really old, not more than thirty, and he is not exactly ugly; but he is so dull and wears spectacles and collects beetles. Now do you think a man in spectacles who is always poking about the hedges sounds a romantic lover? Why! he would just look upon me as a specimen."

"Is he fond of you?" asked Pendrear.

Bessie's cheeks dimpled and her eyes sparkled.

"Dreadfully," she said. "That's just the worst of it. He does everything and gives me everything I may happen to want; I am such a little beast! I wish I liked him, everyone would be so pleased; he is what they call a good parti. But I can't help it, can I?"

Pendrear did not reply at once. For this moment the dainty figure at his side was quite forgotten.

"No, you can't help it," he said at length. "That is woman's foolish way."

"Why?" exclaimed Bessie, "you speak as if you were—as if you were in love with some one who won't have you!"

"Don't talk nonsense," interjected Pendrear, sharply, and Bessie noticed a warm wave of colour pass over his face.

"I am sorry," she said. "I did not mean to be rude or unkind."

"Never mind. But it was absurd. Tell me more about this slighted swain. He sounds a good sort."

"You don't advise me to marry him, spectacles, beetles and all?"

"They are not romantic adjuncts certainly, but romance is not everything. Still it counts for a good deal with a woman, I know."

As long as the beetles and the spectacles are the first thought in your mind—don't marry him, but perhaps the day will come when you will forget the adjuncts and remember only the man."

"I don't think so," said Bessie, shaking her head. "I wonder what he said when he heard 'I had run away! I came over there all by myself, and I left a note for Mamma.'"

"Your mother should fetch you home," said Pendrear.

"Mamma!" cried Bessie, laughing. "She would not cross the Channel to save her life! She is ill on a pond. Besides, she knows I am all right here, only sometimes I am a little dull."

"I am going to take a liberty," said Pendrear. "I am older than you and know more of the world. I can understand and respect your confidences. But you know men will sometimes abuse it. You must not mind my telling you that it would be wiser in future to be more reserved with strangers."

Bessie's face went rosy red and she drew herself up with an air of injured dignity.

"Thank you," she said, "for your good advice, but—"

"But you can very well do without it? Believe me, I am only acting as your friend. You can be offended if you like, but I mean it seriously."

The smiles came back to Bessie's face and she held out her hands.

"All right, I won't be offended; and after all you have earned the right to offer good advice."

With that she ran up the garden path and left him.

Charles Pendrear retraced his steps up the hillside; half-way up he stooped and picked a sprig of heather, which he fastened in his button-hole.

"A new part for you to play," he muttered to himself. "Monitor and protector of youth and innocence! If she only knew—"

CHAPTER XXII.

James Treggoning went down to Cornwall in May. He put up at a little inn leading off the irregular high street of Penzance.

He arrived late one evening, and after a substantial meal lit a pipe and strolled on to the sea front. He walked up and down some half dozen times, glancing frequently at his watch, and when the clock from St. Mary's Church struck ten, he made his way to a small house in a back street. The door was immediately opened and a gruff voice bid him enter.

"So you've come, Governor? I had just given you up. I thought maybe you had changed your mind at the last minute."

"That, my good Checkwiden, is a lady's prerogative. I would not rob the dear things of one of their rights for the world. I said I would be here at ten, and here I am—a few minutes more or less don't count."

"Umph!" granted the other. "Well, I don't know as they matter as long as you are here now. It's a good job you settled to come."

"Oh, yes, for you, Checkwiden, no doubt. Now my good man, what is it you want me to do for you? I daresay it can be managed."

"It had better be managed," said the other threateningly. "Now look you here, Mr. Treggoning, it ain't no good you trying to get over me with your 'good man' and the likes of that. And as for asking me what you can do for me, why the boot is on the other leg, and Checkwiden gave a hoarse laugh.

"Well, well, we won't quarrel over that. I take it you are a little short of funds; your last venture not quite successful, eh? A couple of pounds be of any use to you now?"

"A couple of pounds! You can take them to the devil! I want something more like a couple of hundred."

Treggoning changed colour.

"Oh! nonsense," he said. "That's only a joke, of course. A couple of hundred! Ha! ha! that's a nice little sum we could all do with, eh? But, joking apart, I'm willing to make it a five—for Auld Lang Syne, you know."

Checkwiden shook his head. He was a surly thick-set Cornishman, dull of intellect and obstinate in the extreme. His brain only took in a few ideas at one time; but those it did take in it held to firmly.

"It ain't enough. Mr. Treggoning, if you don't see your way to making it more—" He paused significantly.

"Well," said Treggoning, with a faint attempt at bluster, "what then?"

"Then," Checkwiden raised his head and looked the other man straight in the face, "then I should consider it my duty, my very painful duty, Mr. Treggoning, to tell all I know; you know just how much that is, sir."

"You dare not," said Treggoning. "You would run the risk of being punished as an accomplice; also for not telling what you knew before."

Checkwiden gave a knowing wink. "I'm only a simple man," he said, "knowing naught of the law; everyone will tell you that. What should the likes of me understand about accessory and such things? I hear Matthew Pengelly say as he say you up to Land's End the night of the murder and I did not see as I had any call to say as Matthew was with me just then some miles away. 'I did not see no harm in it, your Honour, at the time, that's what I should say.' Nor any reason why I should split on an old pal. But since then I've been a-talking and begging to wonder if I had not better out with the truth. I reckon it would not go so hard against me as you, oh Mr. Treggoning, what do you think?"

"And what about your old pal, Matthew Pengelly?" asked Treggoning. "You would not like to get him into trouble, too?"

"I reckon Matthy could look after himself. He could tell a little story of his own as how Mr. Treggoning he came to him and says, 'Look 'ere, Pengelly, you and I be old pals, and I've done you a good turn in my day and now you can do me one.' 'I was up to Land's End last night,' says he, 'and I want you to say you saw me there' and me seeing no harm in it said so. That's what Pengelly would say, and the law would be harder on you than on him, I reckon."

"And what if he told the truth and said he dare not refuse to do as I asked him for fear I should show up his little smuggling game?" said Treggoning.

The Cornishman had been industriously chewing a piece of tobacco, which he spat out before replying.

"You are forgetting we were all pals over that bit of smuggling—me and Pengelly and yourself—Mr. Treggoning, and I don't think as, for your own sake, you'd better let that little bit of news come to light. There's been a good bit of smuggling done round the coast, one time or another; my father and Pengelly's, and our grandfathers, too, did their share, and it ain't unnatural as we should try our luck. But it ain't just this thing for a fine London gent. How would you like your grand friends to know you and Pengelly were partners over that little brassy business?"

"No one would believe it."

"Umph!" said the Cornishman. "You'd better give them the chance, that's all. I reckon it would pay best for me to keep quiet. Well, Mr. Treggoning, I'm willing enough, always supposing you do your part. I've a little job on hand now as needs a bit of money, and I am sure you won't refuse to help me."

Treggoning recognised the menace in the last words; he recognised, too, the truth of the Cornishman's assertions. He sat for some time turning over the matter in his own mind, and for five minutes there was no sound but the Cornishman's heavy breathing and the constant snoring in of Treggoning's lips.

"Very well," the latter said at length. "I don't want to quarrel with you, good Checkwiden. It seems to me that it will suit us best to work together, eh?" So, if there is any little matter you want my help about I'm your man up to a reasonable figure. Let us come to business and see what can be done."

Coming to business proved to be a rather lengthy affair, voices were raised in the process; but at last, after much haggling, matters were satisfactorily arranged; the whisky bottle was produced and Checkwiden lost his surlyness and became loquacious.

"The young heir up to Pendrear?" he said in answer to the other's question. "Well, I can't say as I see much of him, nor does any one else."

"He does not live here all the year round?"

"Bless you, no. Comes down for a few days every now and then."

"Do you know if he is at home now? If he is, I think I may as well look him up—he is a connection of mine, you see."

"Aye," replied Checkwiden. "He's there now, leastways he was yesterday, for I was up to Sennen and saw him walking towards Land's End—and a young lady with him, as pretty a piece of goods as you'd see between here and Falmouth; she was laughing and a-talking with him as if she'd been his sister."

"Sister," laughed Treggoning. "Not she. Sisters don't laugh and talk. It was someone else's sister," with a knowing wink. "You bet your life our young friend has an eye for a pretty girl."

Then by natural sequence of ideas, he asked, "Miss Tremayne over frequent her old haunts?"

"Not as I hear of; no one has ever set eyes on her ever since the murder. Seems to me it scared away the whole lot of 'em." The Cornishman chuckled. "You all be frightened lest we thought any of ye had done it, eh?"

He eyed Treggoning narrowly, and that gentleman replied with as much dignity as he could muster:

"The character of some of us, my good Checkwiden, should prevent such an insinuation. Now, as it is getting late I will wish you good evening."

"Good evening, Mr. Treggoning; but it ain't what you would call late—you as has such a fancy for walks at midnight. Not as late when Pengelly met you at Land's End, eh?" With a gruff laugh at his own wit, the Cornishman shut the door upon his departing guest.

(To be Continued.)

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Will be despatched from Hongkong on the 18th August NEXT, at Noon, via Shanghai and Nagasaki to KOBE, where Passengers and Cargo will be transhipped to the new and improved triple screw turbine steamer,

"SHINYO MARU" (CAPT. H. S. SMITH),

The latest addition to the Trans-Pacific Service, and sister ship of the S.S. "TENYO MARU" AND "CHIYO MARU."

This new turbine steamer is replete with every modern convenience - including a Palm Garden on the Bridge Deck - all staterooms are outside rooms.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO AT MANZANILLO.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

STEAMER	Tons	DATE OF SAILING.
KIYO MARU	17,500	TUESDAY, 15th August, at Noon.

THE S.S. "KIYO MARU" will be despatched from Hongkong via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL, on TUESDAY, 15th August, at Noon.

FARES FROM HONGKONG:

To LONDON	£71.10.0
and Return 6 Months	£120.0.0
To VALPARAISO	Yen 570.00.

Through Tickets to all Principal Points in U.S.A., Canada and Europe.

SPECIAL RATES (First Class only) are granted to Officials of the Naval, Military, Diplomatic, Consular and Civil Services and Missionaries.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

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EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 58 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 16th Aug., 1911, at 9 A.M.

For Passage and Freight, apply to

P. THOMAS, M.M. Co.'s AGENT.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to Chicago. Taking cargo on through Bills of Lading to all Orinland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.)

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKOHAMA	"TACOMA MARU"	6,178	WED'DAY, 9th Aug. at 11 A.M.
	"SEATTLE MARU"	6,182	WED'DAY, 6th Sept. at 11 A.M.
	"CHICAGO MARU"	6,182	TUESDAY, 3rd Oct. at 11 A.M.
VICTORIA, B.C. & TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 22nd Aug. at 11 A.M.
	"MEXICO MARU"	6,064	SATURDAY, 16th Sept. at 11 A.M.
	"CANADA MARU"	6,064	TUESDAY, 17th Oct. at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSUI VIA SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 6th Aug. at 10 A.M.
ANPING VIA SWATOW and AMOY	"SOSHU MARU"	WED'DAY, 29th Aug. at 10 A.M.

During the month of August, Return Tickets to Foochow available Three Months will be issued at the Special Rates of—

1ST CLASS \$45.50 2ND CLASS \$29.90.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

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S. HIROI,
MANAGER

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	Tons	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	IYO MARU Capt. R. Takeda	7,000	WEDNESDAY, 16th Aug. at Daylight.
	DEN OF OROMBIF Capt. ...	7,000	THURSDAY, 17th Aug.
	HIRANO MARU Capt. H. Fraser	9,000	WEDNESDAY, 30th Aug. at Daylight.
VICTORIA, B.C. & SEATTLE	SADO MARU Capt. J. Richards	7,000	SATURDAY, 12th Aug. from Kobe
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	AWA MARU Capt. Iizawa	7,000	TUESDAY, 15th Aug. at 4 P.M.
	INABA MARU Capt. S. Tomimaga	7,000	TUESDAY, 12th Sept. at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	6,000	SUNDAY, 6th Aug. at Noon.
	YAWATA MARU Capt. T. Sakino	5,000	FRIDAY, 1st Sept. at Noon.
KOBE and YOKOHAMA	KAMO MARU Capt. Sommer	9,000	THURSDAY, 17th Aug. at 11 A.M.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WEDNESDAY, 30th Aug. at Noon.
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. J. Tomioka	5,000	WEDNESDAY, 16th Aug.
BOMBAY via SINGAPORE, and COLOMBO	WAKASA MARU Capt. N. Nielsen	7,000	TUESDAY, 5th Aug.

* Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

With Option of rail between Steamers' Calling Ports in Japan.

Further Information, apply to—

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T. KUSUMOTO, MANAGER.



PHILIPPINES S.S. CO.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	M. C. Smith	Manila, Cebu & Iloilo	On 10th Aug. 4 P.M.
RUBI	4000	S. Crosby	Manila, Cebu & Iloilo	On 20th Aug. 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, Hongkong, 3rd August, 1911.

U.S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	Tons	SAILING DATES.
KOREA	18,000	FRIDAY, 11th Aug. at 1 P.M.
SIBERIA	18,000	FRIDAY, 26th Aug. at 1 P.M.
MANCHURIA	27,000	FRIDAY, 8th Sept. at 1 P.M.
MONGOLIA	27,000	SATURDAY, 30th Sept. at 1 P.M.
KOREA	18,000	SATURDAY, 28th Oct. at 1 P.M.
SIBERIA	18,000	FRIDAY, 10th Nov. at 1 P.M.
MANCHURIA	27,000	SATURDAY, 25th Nov. at 1 P.M.
MONGOLIA	27,000	SATURDAY, 16th Dec. at 1 P.M.

* Twin Screws.

All Steamers are Equipped with Wireless Telegraphy. THE P.M. S.S. "KOREA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, and HONOLULU, on FRIDAY, 11th August, at 1 P.M.

FARES: HONGKONG to LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH and MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application. To European Points: Officials of any European Naval, Military, Diplomacy, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points: Commissioned Officers of the United States Army, Navy, U.S. P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points: —Missionaries and their families.

INTERMEDIATE SERVICE.

PERSIA 9,000 Tons SATURDAY, 5th Aug. at 11 A.M.

CHINA 10,200 Tons FRIDAY, 1st Sept. at 1 P.M.

THE S.S. "PERSIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 5th Aug. at 11 A.M.

On the Fine MAIL Steamers, CHINA and PERSIA FIRST CLASS.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG to LONDON via Canadian Atlantic Ports. £43.

HONGKONG to SAN FRANCISCO via New York " " " £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies. King's Building (opposite Blake Pier).

FRED J. HALTON, AGENT.

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